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GSAMA, founded over 20 years ago, is comprised of airport managers and aviation-related organizations that work closely with the NHDOT/Bureau of Aeronautics and the Federal Aviation Administration in promoting the 24 public-use airports throughout the Granite State.

**Members of the Granite State Airport Management Association (GSAMA) wish to present**

## **The importance of all airports open-to-the-public here in the State of New Hampshire**

### **LEGISLATIVE FUNDING INITIATIVE**

Members of GSAMA are requesting the following amendments to the Department of Transportation's line items from the Governor's proposed budget:

- That the State Legislature amends the Governor's budget to restore the Grants to Airport Sponsors to the originally requested amount of \$61,742 which was reduced 40% from the previous year. This line item is identified as Class 91 Grants to Airport Sponsors.
- That the State Legislature amends the Governor's budget to restore the Grants-Joint State and Local to the originally requested amount of \$125,000 for FY 2008, and \$135,000 in FY 2009. Additionally, State Legislature amend the Governor's budget to the originally recommended by the Bureau of Aeronautics' budget footnote to the Grants-Joint State and Local line item so that the funding distribution to airports not eligible for federal funds shall be at the 80/20 ratio. This line item is identified as Class 97 Grants-Joint State and Local.

### **AIRPORT PRESERVATION**

Over half of the "open-to-the-public" airports in New Hampshire are private or municipally owned and not eligible to receive federal funds. High operational maintenance and insurance costs strain the individual airport sponsors to provide a safe, efficient, and socially responsible airport system. These airports are a critical part of the transportation infrastructure in New Hampshire and many are at high risk of being closed or sold for non-aviation development. Privately owned, open-to-the-public airports are experiencing increased pressures from local development, local zoning restrictions, environmental legislation, limited funding, and increased land value assessments. In fact, since 1973 New Hampshire has lost five public-use airports. Preservation of these valuable assets can be accomplished through increased and adequate funding.

### **FUNDING**

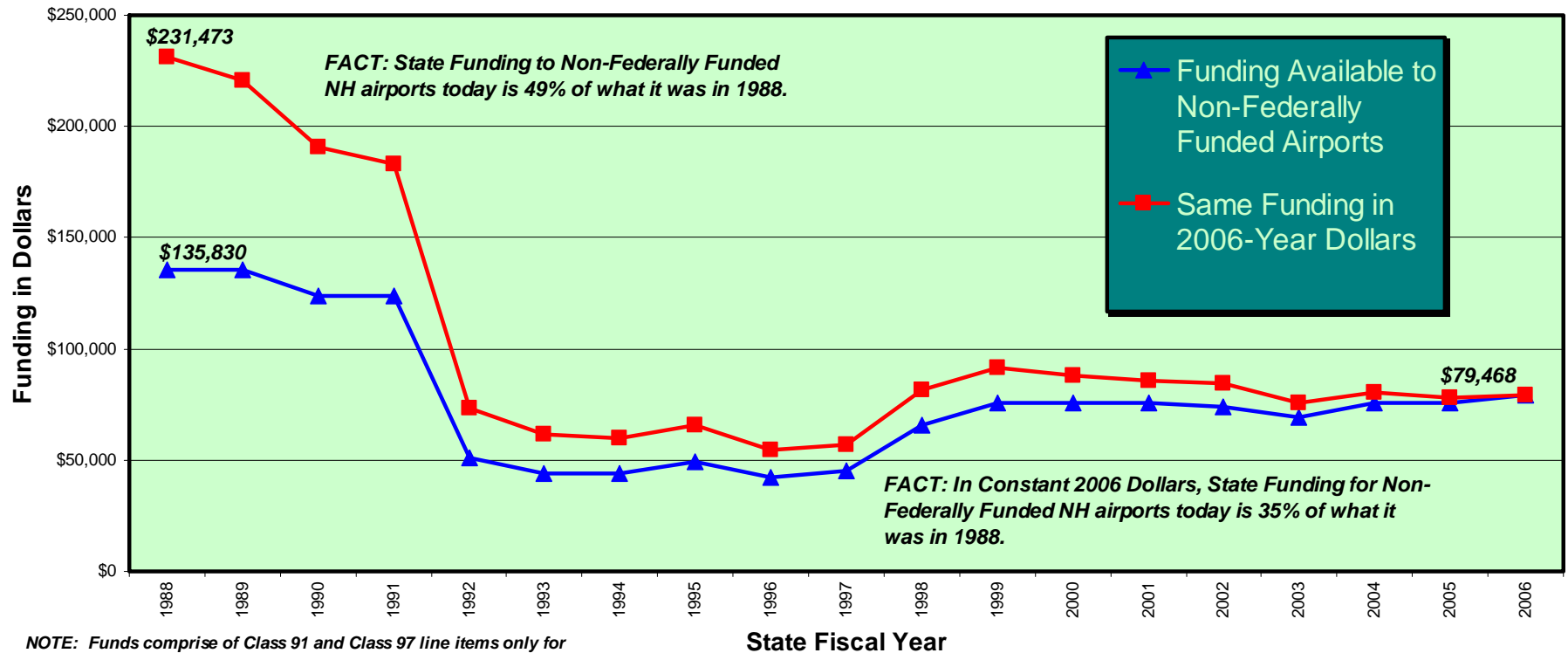
It has been identified through a statewide Aviation Airport System Study completed in 2003, and a report prepared for the Governor and Executive Council, that funding for the 13 public-use non-federally funded airports is deficient and has substantially declined since 1988. The funding for the state's Class 91 Grants to Airport Sponsors has decreased over the years from a peak of \$143,820 in 1988 to just over \$61,000 in 2007. The current Class 97 Grants-Joint State and Local has decreased from \$100,000 in 1986 to \$23,900 today. Additionally, this program requires the airport sponsor to keep the airport open in exchange 10 years in exchange for this funding. Sponsors of these airports depend on support by the state to maintain a safe standard of operation. \$926,126 was received from aviation registrations, aircraft operating fees, fines, and interest earned from aviation activity in CY 2005 approximately 75% of which went to the state's General Fund last year. Additionally, \$128,456 was received in SFY 2006 from taxes on aviation fuel purchases in NH that also was placed back into the state's General Fund.

### **BENEFITS OF AVIATION FOR NEW HAMPSHIRE**

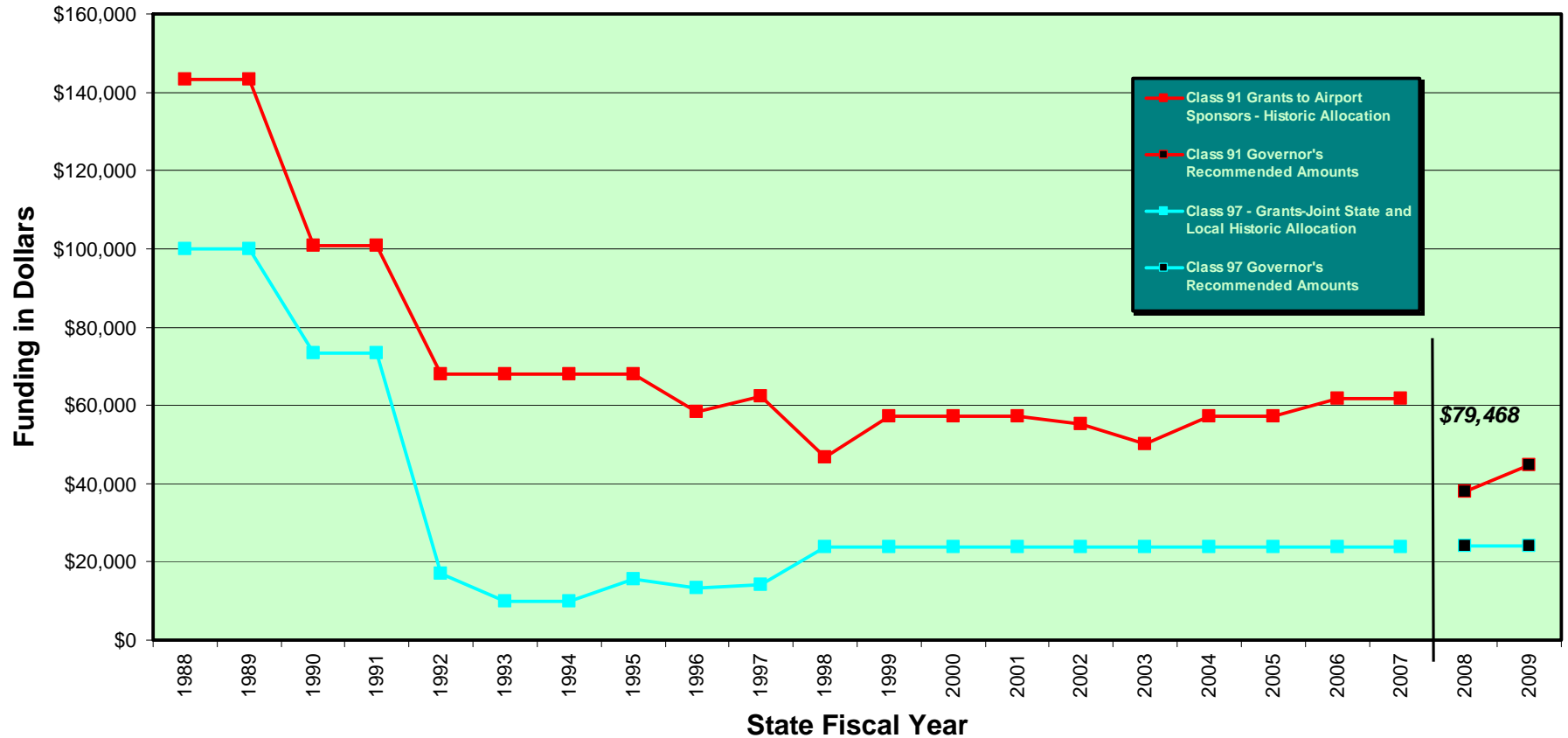
- Improved Safety
- Improved Economy – On average every dollar invested into the air transportation system generates \$2.3 - \$5
- Increased Tourism
- Increased Jobs
- Increased Business Development
- Improved Access to the global transportation system



## Funding to Non-Federally Funded Airports in New Hampshire



## History of Class 91 Grants to Airport Sponsors and History of Class 97 Grants - Joint State and Local



# New Hampshire Aviation Facts

**1,200 Registered Aircraft (CY 2006)**

**114 Registered Airports & Heliports; Private & Public Use (CY 2006)**

**11 Public Use Federally Funded Airports (FFY 2007)**

- \$1,536,570 Annual State Expenditures for Airport Improvements (SFY 2007)
- \$35,969,754 Federal Aviation Administration investment in NH airports (FFY 2006)

**13 Public-Use NON Federally Funded Airports (SFY 2007)**

- \$23,900 in Class 97 grants - State and local funding SFY 2007 (Governor's Proposal-\$24,000 in SFY 2008; NHDOT Budget Request - \$125,000 in SFY 2008 and \$135,000 in SFY 2009)
- \$61,742 in Class 91-Grants to Airport Sponsors funds provided to Non-NPIAS and NPIAS airports (SFY 2007) (Governor's proposal-\$37,917 in SFY 2008 and \$44,709 in SFY 2009; NHDOT Budget Request \$67,917 in SFY 2008 and \$74,709 in SFY 2009)

\$926,126 collected in CY 2005 from general aviation registrations, aircraft operating fees, fines and interest earned and \$128, 456 received in SFY 2006 from taxes on aviation fuel purchases in NH

